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FROM:		
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FORM NO. 36-8  
SEP 1948

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<input type="checkbox"/> APPROVAL <input type="checkbox"/> INFORMATION <input type="checkbox"/> SIGNATURE <input type="checkbox"/> ACTION <input type="checkbox"/> DIRECT REPLY <input type="checkbox"/> RETURN <input type="checkbox"/> COMMENT <input type="checkbox"/> PREPARATION OF REPLY <input type="checkbox"/> DISPATCH <input type="checkbox"/> CONCURRENCE <input type="checkbox"/> RECOMMENDATION <input type="checkbox"/> FILE			
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FORM NO. 36-8

SECRET

19 December 1949

MEMORANDUM FOR:

SUBJECT : Testing of Special Communications Equipment  
to be Used in Connection with BGFIEND.

the infiltration phase of

1. During the period 7-16 December 1949 a series of air-ground and ground-air tests were conducted to determine the adequacy of the special Commo equipment which has been <sup>set aside</sup> purchased for use in BGFIEND. <sup>presently for use</sup> The installation was made in a C-47 aircraft which, as you know, is the type contemplated in actual operations. <sup>were</sup> A box containing the transmitters and receivers was installed in the forward section of the cargo compartment just behind the bulkhead which separates the cargo compartment from the radio-operator and navigator compartment. The operator's <sup>equipment</sup> position, including the tape recording and sending equipment, was installed in the radio-operator and navigator compartment. The layout appeared to be entirely satisfactory and <sup>the</sup> our equipment <sup>did not</sup> interfere in <sup>any</sup> way with <sup>operation of</sup> the aircraft's normal electrical system. The equipment withstood the normal vibrational stresses, landing and taxiing shocks, and temperature changes prevalent in climbing to and flying at varying altitudes <sup>between</sup> from sea-level to 12,000 feet.

2. The equipment worked extremely well on the test missions which were designed to simulate, in so far as possible, the actual field operational problem. The ground stations were located along the <sup>a mountain ridge</sup> Sky Line drive under varying conditions of terrain, etc., and good two-way reception was accomplished <sup>while</sup> flying parallel courses <sup>at</sup> up to 100 miles from the ground <sup>stations</sup> locations with the aircraft maintaining 8,000 feet altitude. At 120 miles distant, reception was satisfactory with the aircraft flying at 10,000 ft., and <sup>at</sup> At 140 miles distant satisfactory two-way reception was still being maintained with the aircraft maintaining a 10,000 ft. altitude. Recorded tape messages were transmitted and received <sup>at</sup> very well on all <sup>distances</sup> courses. and As a result of the <sup>extremely satisfactory results obtained in tests</sup> Phase II testing conducted on Friday, 16 December, 1949, it was concluded <sup>is</sup> by myself and the Commo personnel involved that the equipment meets the operational requirements contemplated <sup>for</sup> BGFIEND.

3. The aircraft has been returned to the Air Force and our equipment will be removed today, the 19th of December, 1949.

ASQ

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